confirmed my worst anticipations; then laying aside his work, with a gentle wave of the hand he beckoned me to follow him. Diverging from the pathway, we passed through the little wicket of the convent garden, and approached an angle of it where a few melancholy cypress-trees cast their solemn shade. Here the monk paused, and turning to a slab of white marble which lay upon the ground surrounded by a rustic trellis-work, he pointed to the inscription—

"EUGENE O'DORNEY,
"ÆT. 32.

"I have died before my death, in consequence of my afflictions;"—

a line from Euripides, which, as they were the last words he addressed to the good prior who attended him, had been inscribed upon his tomb. Yes, I stood by the side of the grave of Delaval O'Dorney, and, as if emblematical of his dark and wayward fate, the myrtle-trees which they had planted over the remains of a victim of a fatal love, already drooped beneath the shade of the cypress that overhung them.

I returned to Ireland. Miss Weston had become the happy wife of one, I trust, worthy of so much beauty and goodness, yet surrounded by every blessing of domestic life. She often, with a sigh, recals the scenes of her early love, and drops a tear to the memory of Delaval O'Dorney; indeed the manuscript from which I have transcribed these melancholy notices, and which she has so often perused, is blotted all over with her tears.

Glencastle has passed again to strangers. It would seem indeed as if fate had forbidden its restoration. When last I visited it, the roof had fallen in, and the whole pile was fast falling to complete decay; the old square tower, still mantled by its constant ivy, and which the unhappy Eugene mentions, had alone successfully defied the winter's storm. As I gazed upon the ruins, and thought of those once connected with it, who slept "the sleep that knows no waking," in the far isle of that distant sea, an undefined feeling of dread came over me: for that awful denunciation, "I will visit the sins of the fathers upon the children," seemed to sound from its desolate chambers. Fearful and inscrutable are the visitations of God, but "all his ways are just." O let man therefore take heed and square every action of his life by the standard of his divine will—let him recognise and bow before the chastening hand of his judgments, and rest assured, with a tranquil and holy confidence, for the ultimate vindication of his mercy.

Communications.

[FOR THE CHRONICLE.]

MR. EDITOR,

Sir,—I last week sent to the Herald a critique on an Editorial which appeared in the Penny paper of September 2nd. I was promised an insertion, it not appearing I requested that my Manuscript might be returned, but was informed it was burnt: since which I observe it has been noticed in the Penny paper, coupled with the wish by the Editor, that he could "get such a subject." In compliance therefore with his wish, I have re-written it, and beg you as a favor to give it an insertion. Here it is.

"Where ignorance is bliss,
'Tis folly to be wise.

This Sir was a maxim of former times, it is also a maxim in the present day according to Mr. Fennety. In those mawkish days of refinement and polish, it is a generally received opinion that the Schoolmaster is abroad, that general information pervades the land, and that every generation is growing wiser, and wiser. But a truce to such absurdities, when we have the press, the fourth portion of the state to the contrary. If the rising generation require information, let them look to the school-master or the parson; what right have they to expect it from the press—is not the press free? certainly it is, free to publish what it pleases, whether it be good English or whether it be bad—whether it be sense or whether it be non-sense. The Liberty of the Press is the proudest boast of a Briton and who shall control it? So thinks and so acts Mr. Fennety in his penny affair; and by way of striking out an original track in the periodical line, he has furnished this community with some of the most splendid specimens of bad grammar, bad logic, and bad sense, that ever amused the idle or misled the ignorant in this or any other country.—What an admirable auxiliary he would have been to Lindley Murray, when that gentleman was compiling his school Grammar: with what facility he would have written the exercises of bad English for the correction of the scholar!

"A little learning is a dangerous thing," says Pope; so think I, Mr. Editor, or we should not hear of Mr. Fennety hugging himself into a conscientious belief that the editors of this city were "dipping their literary buckets into his fountain of knowledge, and thereby irrigating the land."—"There is but one step between the sublime and the ridiculous," Burke says, and truly Mr. Fennety has set his foot on that very step. In his penny paper of Sept. 2d it is thus written, yes, and printed too, for the edification of the dolts of the rising generation. Speaking of his trip to Halifax, via Windsor, he says "*The streets were running to grass.*" Bad, very bad; streets do not run to grass; hungry horses and cows do.—"*The wharves were all alive.*" Living wharves! I never saw any; it may however be a lusus naturæ.—"*The ships were unloading their cargoes.*" How handy, and how profitable, while our thick-headed ships require men to unload them. "*The only business doing in Windsor, was doing in the Plaster quarries in rear of the Town.*" Pretty good Irish; the only business doing IN the Town was doing OUT of it.—"*The room was large enough to contain half a dozen bedsteads, but it had accommodation only for two.*" Another BULL! big enough for six, but only large enough for two.—"*The stages were crowded on every trip.*" On what were they crowded, ON the trip? Heavily laden every trip, by way of making English of the sentence.—"*If one wish to obtain a seat, he must book his name two or three days beforehand.*" A question—IF ONE must book his name two or three days before he can obtain a seat, how many days are required for FIVE?

I have noticed only a few of the most glaring incongruities; they are blunders of every day's occurrence amongst the generality of people, and as such are not noticed; but when they come from the press, they have the mischievous effect of perpetrating error, and are inexcusable in an editor.—These remarks are made not to disparage Mr. Fennety, but in the plenitude of good feeling. The dissemination of cheap publications has produced within a few years a revolution both in literature and politics, scarcely to have been hoped for by the most sanguine. Mr. Fennety's penny paper having joined the ranks of that admirable class of publications, must be useful or detrimental, according as it is conducted with talent or otherwise. He has my best wishes for its success, and I am pleased to find that it bids fair at no distant date to become a general visitor at the domiciles of the middling and lower classes of society: and as it will in some degree form the style of speaking and writing of the rising generation of those classes, it is the more imperative that it be conducted with purity and perspicuity. Mr. F. appears to possess that lively imagination indispensable in the composition of an editor, and he is yet young enough to qualify himself for the arduous, the highly responsible task he has undertaken, always remembering the old adage "Be a pupil before you assume the office of a master." Your's, &c.

Oct 22. PHILO VERITATIS.

Iron, Paints & Oil, &c.

E. L. JARVIS & CO. have received by recent arrivals from London, Liverpool and Hull:

1000 KEGS Nos. 1 and 2 WHITE LEAD; 400 Kegs Green, Yellow, Black, Red, Blue, and Brown PAINTS;
30 Hogsheads Boiled and Raw Linseed OIL,
3 Tons PUTTY, in bladders,
30 Casks PIPE CLAY and Paris WHITING,
60 Tons Banks' best and common IRON.

ON HAND:

A very general assortment of IRONMONGERY, and further supplies daily expected.

Brick Store, South Market Wharf,
8th May, 1840.

THE CHRONICLE.

SAINT JOHN, OCTOBER 30, 1840.

SEVERE GALE.—On Monday last we were visited with one of the most severe gales of wind that has been experienced here for many years. The wind sprung up from the South West early in the morning, and continued to increase in violence until towards evening, when it gradually abated. During the gale, the tide rose much above its usual level, and caused an extraordinary rolling of the waves. Much damage was done to small vessels lying at the wharves; several large vessels dragged their anchors, but happily escaped without material injury. We are apprehensive that melancholy accounts will be received from the surrounding coasts, the wind unfortunately blowing on the shores during the whole gale.

LITERARY THIEVES!—On Saturday night last, some persons attempted to break into Mr. M'Millan's book store. The depredators had removed a window shutter at the back of the building, which alarmed one of the inmates, who arose for the purpose of accommodating the gentry with a *leaden* compliment. The operators outside hearing a stir within, decamped. What could possibly have been their object must remain a mystery: certainly not to steal books! We are quite aware that it is a common practice among the poetasters and would be authors in this city to steal ideas, whole sentences, &c., but what thieves could want of books is truly a mystery.

ANOTHER ROBBERY.—On Sunday night the store of Mr. W. A. Robertson, in Dock street, was entered by some thieves through the front window, and clothes and other articles to the amount of about £40 were abstracted therefrom.

These proceedings shew the necessity of our city Watch keeping a vigilant look out.

We regret to state that for want of sufficient patronage, Mr. Bennison contemplates closing his Singing establishment during the ensuing week. Mr. Bennison is a young man of good character, a native of the city, is considered fully competent to conduct an elementary singing school, and is in every respect deserving of public encouragement; we therefore trust that at least the younger friends of Mr. Bennison will not allow him to close his school for want of assistance.

BISHOP OF NOVA SCOTIA.—We are informed that His Lordship will be at Carleton Church to-morrow afternoon, and will perform the sacred rite of Confirmation; will consecrate the new Church in Portland on Sunday morning next, and in the afternoon of the same day perform Confirmation at Trinity Church in this city.

At a Meeting of the Officers of the Rifle Battalion St. John City Militia, held in the City of Saint John on Saturday the 17th day of October, 1840—Lieut. Col. WARD in the Chair—Capt. W. H. STREET, Secretary.

Lieutenant Colonel Ward submitted a communication from the Adjutant General, accompanied with resolutions adopted by the Militia of Upper Canada, for contributing a sum equivalent to one day's pay, as allowed when on actual service, for the laudable and praiseworthy purpose of assisting to provide funds for replacing the monument to the memory of the late General Sir Isaac Brock—recently destroyed by the malevolent act of some unknown worthless incendiary; whereupon it was

Unanimously resolved, That the officers of the Rifle Battalion do most heartily concur in the Resolutions adopted by the Militia of Upper Canada.

2. That the Officers of this Battalion will contribute a not less sum than shall be equivalent to the day's pay.

3. That the officers in command of companies do severally communicate to their respective companies the proceedings of this meeting, and receive from the Non-commissioned officers and men such sums as may be by them subscribed.

4. That captains Thurgar, Millidge and Greenwood be a committee to call on the Officers for their subscriptions, and receive from the Officers commanding companies any monies by them collected from the men.

5. That all the funds collected under the aforegoing resolutions, be deposited in the Bank of British North America, in the name and subject to the order of the commanding officer of the Battalion, for transmission to Upper Canada, in such manner as the Adjutant General may instruct.

6. Moved that Lieut. Col. Ward leave the chair, and that Capt. Thurgar take the same.

CHARLES WARD.

A vote of thanks was then passed to Lieut. Colonel Ward for the able manner in which he had discharged the duty of chairman. JOHN V. THURGAR

THE PROSECUTION.—Yesterday was the time appointed for the trial against this paper; the Jury being now sworn and enrolled, forbids us saying more on the subject; but until they were enrolled, we felt perfectly at liberty to write any thing in defence, because it was not known who the twelve gentlemen were that would form the Jury, consequently there could be no biassing.—The witnesses who were subpœnaed against us, were furnished by the Government with Five Pounds each, for defraying their expences.

The *Acadia*, which sailed from Liverpool on the afternoon of the 4th, arrived at Boston on Saturday morning, having made the passage in less than *thirteen days*.

The *President*, which also sailed from Liverpool on the 1st, arrived at New York on Sunday morning, about four hours after the mail and a number of the passengers brought by the Acadia, had arrived. Her passage occupied 16½ days.

Mr. Cunard, of Halifax, has contracted to convey the Mails between Halifax and Bermuda twice a month, in sailing vessels.—*Bermuda Royal Gazette.*

We regret to learn from the Toronto Examiner, that a sacriligious attempt has been made to burn the Episcopal Church lately erected in the township of Clarke, New Castle district; and that on the subsequent day, the barn of Mr. Wilmot, builder of the Church, was destroyed by fire, it is supposed by the same parties, and property consumed to the value of about five hundred pounds. The incendiaries have not been discovered, and His Excellency the Lieutenant Governor has offered a reward of fifty pounds for their apprehension—*Montreal Herald.*

It is now said that Sir George Arthur's health is so much restored, that his immediate return to England is no longer contemplated, and that Major General Sir James Macdonell will return to Quebec, and, for the present at least, resume the command of the Garrison and of the Brigade of Guards.—*Quebec Mercury.*

BERMUDA, October 3.—A melancholy event, we learn, occurred at St. George's yesterday. Richard Richardson, a colored youth, was accidentally killed by the falling in of the roof of a small cave, where he had gone to procure sand. He was despatched by his employer, in the morning, for the purpose mentioned, but not returning after some length of time, a person went in search of him, who found the unfortunate youth completely buried by the fallen earth. The body was soon dug out, and medical aid procured, but it was at once ascertained that every effort to restore animation would be useless—life having been too long extinct.—*Bermudian.*

TRULY MELANCHOLY.—It is with feelings of no ordinary regret, that we inscribe in our columns the melancholy death of Staff Assistant-Surgeon McCredie, who was drowned by the upsetting of a boat in St. George's harbor on Saturday last. Our readers will no doubt recollect the heavy squall which occurred towards the close of Saturday's Regatta. Dr. McCredie was then sailing with Mr. Edwards, of the 30th Regt., in a small open boat, about the middle of the harbor. On the approach of the cloud they endeavored to furl the sail, but the squall struck them before it was accomplished, and the boat was thrown over, filled, and went down. Both the Gentlemen could swim a little, and Mr. Edwards struck out for the lee shore, St. David's Island, which was at a considerable distance, and with the assistance of the waves was providentially carried to a small Island close by it, to which he was piloted by his dog. We are informed that Mr. Edwards lost sight of his friend immediately after they were immersed, and heard him speak but once—he must have gone down immediately.—Our regret in recording this sad accident, will be sympathised in by many who will lament his loss—for Dr. McCredie was deservedly esteemed, not only for the skill and readiness with which his Professional services were extended to all who needed them, whether Military or Civil; but for the social and kindly feelings which marked his intercourse with his friends and acquaintance in general.

Up to the time of our Messenger leaving St. George's yesterday, the body had not been found. The boat has been raised.—*Royal Gazette.*

"THE ROHANS OUTDONE. *Dr. Holmes.* Dear Sir:—As one of your correspondents considers the potato the most important of all edibles, you will allow me, I presume, to tell you a "little bit" of a potato story. In the year 1834, I planted the seeds of a potato ball, and have continued to plant from the product. Last year I carefully sorted and planted each variety by itself, when I found a large round kind, of a light orange color, to be a great bearer, which induced me to try it with the famous Rohan, which I have done by planting, on the 14th of May last, in the middle of a small field, on sward land, without manure, one row of Rohans, and one row of my orange colored, side by side, which have been treated every way alike, and which I have this day harvested, finding just two bushels of orange, and one and seven-eighths bushels of Rohans. I find too, on cooking some of each, that the orange is, to my taste, the best eating potato, although not first rate. I have another kind from the same ball, much resembling the famous "Butman," which I am willing to say I think equal to *any other potato* for table use; but as usual in such cases, it will not produce more than half as much as the orange.

I mention these facts, Doctor, just to show to every farmer (who will take the trouble to read) with what facility he may accomodate himself with such variety of the potato, for his table or stock, as he may wish; also to our good neighbors of the Empire State, that they must try again before they beat Maine in potatoes, either for quantity or quality.

With much respect,
JESSE ROBINSON.

Waterville, Sept. 12, 1840.

Iron Tanks for Bermuda.—The materials of 9 iron tanks, connected in the form of an octagon, with eight sides, and being about 15 feet in diameter, by 9 feet deep, capable of containing 10,000 gallons of water in each, were received at the royal arsenal. Woolwich on Wednesday last, and are now in course of being put together for the purpose of ascertaining if they are perfect, previous to their being taken off the contractor's hands. These immense cisterns are intended for the military stations in Bermuda, where the value of water is duly appreciated during the long continuance of dry weather to which that country is subject.

Captain Lord Frederick Paulet, of the Coldstream Guards, has been appointed Major of Brigade to the Brigade of Guards serving in Canada, in succession to Lieutenant-Colonel Arthur Wellesley Torrens, of the Grenadier Guards, whose recent promotion disqualified him to continue in that situation. Lord Paulet will, consequently, have to resign the adjutancy of the 2d battalion of the Coldstream Guards. Lieut. Adolphus Frederick Alexander Woodford, of the Coldstream Guards, has been appointed extra aide-de-camp to his father, Lieut. General Sir Alexander Woodford, K. C. B., upon the staff at Gibraltar, vice Captain Fraser, of the 20th Regiment, who has resigned that appointment.—(*United Service Gazette.*)

WAR OFFICE, 25th Sept.—Coldstream Guards, J. C. M. Cowell, Page of Honor to the Queen, to be Ensign and Lieutenant, without purchase.

Her Majesty and Prince Albert have inspected the works now going on at the new riding-house and stalls at Windsor, for the erection of which parliament voted £70,000. Her Majesty and the Prince expressed themselves much pleased with the various arrangements, and with the progress which had been made in the work. The riding house will be completed and fit for the use of her majesty before Christmas next.

ALEXANDRIA, Sept. 4.

Since I wrote last, Alexandria has presented all the appearance of a town in daily expectation of an enemy arriving to besiege it. The shipping has been arranged according to Oriental ideas of the fitness of things in such cases—as far as possible from the two entrances to the harbor, and the danger of shells and rockets from without; yet still bearing on both openings in the reef, so as seriously to interfere with the passage of hostile vessels, and just clear enough from the shore and each other to swing round by the springs on their cables, and present either broadside as occasion may require: however, if one took fire, its neighbours could hardly escape.—The smaller vessels of war previously gathered behind the new mole, dismantled, are not yet sunk, as if the Pasha were of opinion that such a precaution was rather beyond the necessity of the case. However, he is not sparing the labour of the miserable population of Alexandria in the construction of outworks and redoubts in various positions for the defence of the harbour. He has at present, it is said, no less than 14,000 people employed in this unprofitable service, principally on the neck of land upon which his Palace, his Harem, and the new lighthouse have been built, and which separates the new from the old harbour. I went amongst the labourers the first day the lines were marked out, and found that the greater portion were women and children, all busily engaged in digging up sand with their fingers, throwing it into baskets, bags, &c. and carrying it on their heads to the lines, under the eye of task-masters. The Pasha has now nearly completed his outworks on this little peninsula, having disposed 43 pieces of cannon and bomb-mortars behind these sandbanks, (for they are nothing more) and orders have recently been given, that no Frank shall be permitted to approach them. Nobody is permitted to stir out at night without a lantern, and the following notification has also been issued by the Prime Minister, Boghos Bey:—

"The Europeans who possess villas outside the city are warned, that in consequence of the present state of affairs, it has been forbidden to give the pass-word for the opening of the gates to any one whatsoever; and they are invited to take precautions accordingly to enter and go out before the setting of the sun, and thereby avoid the inconvenience that may ensue, and which they can only impute to their own negligence.

"BOGHOS JOUSSOUFF."

"August 26, 1840.

SEPT. 6.—Yesterday the Pasha's second and final reply to the *ultimatum* of the Four Powers was received. It is professedly acquiescent, but virtually and practically a refusal to yield to their demand. All eyes were now turned on the Four Consuls, expecting to see their flags pulled down, and themselves and families removed on board the fleet, which was fully understood would take place as a matter of previous arrangement.

Admiral Stopford has sailed this morning for Beyrout, with the Princess Charlotte and Bellerophon (leaving the Asia and Implacable here) with the intention, as it is understood, of moderating the proceedings of Commodore Napier.

Since the Admiral went on board last night, it has transpired that a new change has occurred in the policy of France, and that the Papin which brought Count Walewski to Constantinople, also brought a strong representation from the French Consul here in favor of the petition of Mehemet Ali to be allowed to retain the Pashalic of Syria for his life. The Papin, after conveying both requests (suppliant and mediatory) to Constantinople, was to proceed direct to Toulon.

BEYROUT, Aug. 29.

This port is blockaded by the Powerful, Edinburgh, Thunderer, Ganges, Benbow, Castor, Carysfort, and Gorgon, (steamer) within a pistol shot of the town, and all boats and vessels coming in are continually captured by them. Soliman Pasha yesterday desired Mr. Moore to leave the country, but he refused to do so.

Soliman Pasha issued the following orders of the day on the 27th.

'Art. 1. Any individual born in a foreign country who shall introduce any writings or proclamations into Syria tending to foment disobedience or revolt shall be punished with death.

'Art. 2. Any individual, whether native or foreigner, who shall distribute any writings or proclamations tending to promote disobedience or rebellion shall be punished with death.

'Art. 3. Any individual, whether native or foreigner, who shall be the bearer or concealer of any proclamation tending to foment disobedience or rebellion, shall be punished with imprisonment in irons for a period of from 5 to 20 years.

Art. 4. Every person shall be considered a concealer of proclamations who shall not, within 10 days from the date of this order, deliver up to the local authorities every writing or proclamation distributed in his village, town, or district.

'Art. 5. Every individual born in a foreign country, who shall introduce or distribute arms, ammunition, or provisions, shall be punished with death.

Art. 6. Every individual, whether native or foreigner, who shall excite the inhabitants to revolt, either by words, writings, or money, shall be punished with death.

Art. 7. Every foreigner who shall act as a spy shall be punished with death.

'Art. 8. The composition of the council of war remains the same.

'Art. 9. The sentence of death or the galleys cannot be executed without the approbation of the Major-General commanding the army.

'Art. 10. The present order of the day shall be notified to the Consuls of the different powers, inasmuch as it regards foreigners.

"SOLIMAN PACHA,
"Major-General."

From the West of England Conservative.

The damages done, though very large, is not so great as was first imagined. The Talavera, being an old ship is valued only at 20,000*l*, and the Imogene at 10,000*l*. The roofs of the two docks and Adelaide Gallery, from the same circumstance, are considered of comparatively small value. The timber constitutes much of the loss; a large amount consisting of 800 deck deals, belonging to the contractors, which had not been surveyed for purchase by the Government, a small portion of Italian timber, a considerable quantity of the most valuable compass timber, and nearly all the timber of the Malta. 74, lately broken up, were destroyed. In the Adelaide Gallery there were deposited nearly 300 of the workmen's tool chests, worth, on an average £7 each, and not a tithe of them was saved.

The damage done to the Minden is not so extensive as was apprehended. The flames entered the bows of the ship, crept along the main deck, ran under the forecastle, which is burnt through, destroyed the roundhouse, sick bay, bulkheads waterway, quick work clamps, and shelf pieces then went through the foremast mast hole, and penetrated the mast room below, the bulkheads of which were slightly burnt. The ship sustained the greatest injury, on the main deck and forecastle, on the former the sampson posts are burnt through and the capstan is considerably damaged. The fire extended aft, to the second port on the larboard side, and the third port on the starboard side, and both catheads are destroyed. Singular-ly enough the pumps which stayed the fire so efficiently, flooding the main deck, were to have been removed on Saturday, the sheers being actually fixed for the purpose. The Minden was built at Bombay, whence she was brought by Sir Samuel Hood in 1808. She is a fine ship, and used to weather like a frigate, before she was 'improved' on the modern plan, which we are told has destroyed some of her best points.

This ship was repaired in the stern dock, where she was lying at the time of the fire in 1823, and then too, she narrowly escaped burning, for a lighted candle was discovered in her hold. The Minden was in the battle of Algiers.

PACIFIC STEAMERS.—Extract of a letter from Captain Peacock, dated on board the Pacific Steam Navigation Company's steam-vessel Peru, lat. 9 15 N., long. 25 50 W., out fourteen days from Plymouth:—"The Peru has hitherto had a most prosperous voyage, answering in every respect my most sanguine expectations. On leaving Plymouth we experienced a head wind, with a heavy cross swell, until the evening of the following day, when I ordered the fires to be burnt down, blew out the boilers, and made sail. On this first trial of sailing, although deep, we got seven knots out of her. There was a good deal of swell on, and the vessel occasionally rolled deep; but, after a minute investigation of the moveable parts of the funnel, I saw no risk in lowering it, and in eight minutes from commencement I had the gratification to see it swug in the chock, without straining a rivet or a ropeyarn. When the wind died away we had everything in its place again, and the fires alight in four minutes from hauling the main gear. The operation elicited the admiration of every one on board, and the correct workmanship of the arrangement reflects the highest credit on Messrs. Miller, Ravenhill, and Co. The funnel, when down in the chock, lies within the level of the paddle-box boats, and at a distance, I should think, would resemble a long midship gun. It is completely out of the way of working the square main-sail, and, when down, the operation of sweeping it is much simplified. We had only one entire day's sailing before getting into the trades, and then only three more. The trade wind was very light, except for two days out of the three, when, with the wind dead aft, with lower topmast and top gallant studding sails set, we went 11 knots for four consecutive hours, and in 24 hours ran 225 miles. This was the greatest run under sail. The least was 140, and this was the fifth day of sailing, when near the edge of the variables. We only consume half a ton of coals per hour on the average, and find no difficulty in keeping steam without the additional length of funnel. The Hull coals are excellent, and in my own, as well as in the chief engineer's opinion, are superior to the Llanelly coals. The sails all fit admirably, and the engines work extremely well. The vacuum now exceeds 28 in both. I perceive the great advantage of Sir William Burnet's patent solution on the studding-sails and awnings; it will increase their value 50 per cent. I am happy to inform you that my passengers are well, very contented, happy, and comfortable, which is daily expressed. I hope to be at Rio on the 26th day, of which there is every prospect at present.'

SLOVENLINESS OF FARMERS. We do not know whether this is peculiar to farmers; but as our business is with them, we shall let other classes take care of themselves and speak of the farmer only. We are frank to confess that in this respect a great improvement has taken place in the country. But how much room is there for still farther improvement. Look at the wood-piles, the barn-yards, and the door-ways of many of our farmers; piles of decayed logs; old sleds, old tools, hoes, shovels, broken forks, old crockery; and five hundred other unmentionables clog up every passage; manure enough is wasted every year to enrich acres of land; and commonly in such cases the hogs and the fowls have as regular ingress and egress in the back door and front door, as if they belonged to the house; in truth, we have seen certainly in one case, the pig and the child laying down together in the same entry, in the full enjoyment of the *otium cum dignitate*. [*New England Farmer.*]

The following account of Waterloo is from the Recollections of an Old Soldier:—

One young officer of the regiment had often been laughed at by his brother officers for his particularity as to dress and appearance—he had even been accused of effeminacy. Some of them said "I wonder how F—— will get on in action?" He soon gave them an opportunity of deciding. On a sudden charge of the enemy's cavalry, a young bugler of the 51st took refuge in the square of my father's regiment. The poor fellow was rejoicing in his safety and just crying out, "I am all right now," when a cannon ball struck him on the head, and scattered his blood and brains on the colours borne by the dandy Ensign, covering the face of the latter at the same time. When the smoke cleared away, the Ensign's condition was discovered; his uniform being soiled, and he carefully wiping it.

"I should like," said he, very quietly, "to wash my face and hands after this!" Among the officers there was an Irish lieutenant, an old Peninsular campaigner, who was coolly looking about him at the passers by, far and near. At some distance on the extreme right, he espied a body of Belgian troops: their strange uniform leading him to suppose they were French, he exclaimed, "Och, murder thin! Thim's French safe enough!

"Hush, Pat, you foolish fellow," said my father; "don't frighten my boys!"

Soon after Pat's imprudent speech, a large body of French cuirassiers appeared in sight. It seemed doubtful which of the squares that were dotted about, they would honour with a visit. In the meantime, my father's anxiety for "boys" induced him to address them in the following style.

"Now, my young tinkers" said he, "stand firm! While you remain in your present position, old Harry himself cannot touch you; but one of you give way, he will have every mother's son of you, as sure as you are born!"

After a slight pause, the cuirassiers made a sudden charge upon the regiment to the left of my father's; and after several attempts to break the square, they sounded a retreat, and retired in the utmost confusion. The attacked regiment waited only until the enemy was entirely clear of the —th, when they opened upon them with a murderous fire, while at the same moment several guns on the other side of my father's corps, played upon them. For a minute or two, the smoke was so dense, that it was impossible to see a yard in advance: but when it cleared away, a scene of the greatest disorder presented itself. Numbers lay strewed about in all directions—dead, dying, and wounded. Horses running here and there without their riders; and the riders, encumbered with their heavy armour, scamped away as they best could without their horses. At this period they were not far from Hougomont. My poor father had much pleasure in relating the narrow escape of one of his "boys," the Honourable George Keppel, who was then scarcely sixteen years of age. He was a boy in every sense of the word. Nay I have heard he was flogged at Westminster only four months before he was at Waterloo.

Mr. Keppel was sitting on a drum, in front of my father's mare when she was shot; he was even stroking the poor thing's face at the time the ball struck her down, broke the bit of the bridle, and knocked him head over heels, drum and all. The animal plunging in her agony, threw the square into great confusion and her misery was speedily put an end to by the soldiers' bayonets.

YELLOW RIVER, CHINA.—A paper has been drawn up describing the difficulties to which the navigation of this river is at present exposed. The annual deposits that are carried down to the mouth accumulate with such rapidity that the entrance is almost choked up. Little islands and banks are suddenly raised, the course is impeded, and eddies and inundations are the immediate consequences. No boats can, under such circumstances, cross, and the writer remembers that there have been, at one time, more than a thousand vessels waiting for the subsiding of the current. On this occasion several vessels, notwithstanding the vigilance of the Mandarins, caught fire, and great damage was done to the fleet. The trade hereabout seems to be very brisk, far exceeding that on the coast, and the slightest interruption throws the whole inland commerce into confusion. Keshen, the minister, was formerly entrusted with the governorship of the river, and can testify to the ravages occasioned by the irregular course of the mighty stream. The grain junks having also been much impeded in their way, it is feared that a total stop, at some future time, may be put to their passage, and therefore the memorialist insists upon clearing the mouth of all obstacles. He strongly recommends the taking away of the mighty bank, the deepening of the channel of the river, so as to render the entrance accessible for vessels, and the digging of a wide and deep bed where it may roll on in its majestic course. The representations made by this officer show a great deal of practical knowledge and a praiseworthy zeal in the public cause, and are likely to be adopted by the Supreme Government.—*Canton Press.*

The Emperor of Morocco has a regiment of 500 men, all his own sons. It is said to be a wise child which knows its own father; and he must be a wise king who knows his own sons, especially when he has 500 of them in one regiment.

OLIVER CROMWELL, A NEW HISTORICAL ROMANCE.—Perhaps in the whole range of modern annals, there is no character or career more nobly adapted to the purposes of historical fiction, than are those of the great and self-raised protector—the Napoleon of the Commonwealth; and nothing but the extraordinary difficulties surrounding the task could have hitherto kept it unfulfilled. The wonderful subtlety of Cromwell's character (which has kept it a mystery to this day), and the unrivalled eclat of his career (not surpassed by that of Napoleon himself), affords scope for one of the most striking works of its class that our literature can boast; and the highest expectations that the subject can raise will not be disappointed in the new romance, entitled "Oliver Cromwell," which the author, with a rare modesty, has chosen to usher into the world, under the editorship of Mr. Horace Smith, the distinguished author of "Brambletye House," &c.

A WATERLOO BULLET.—Mr. James Handford, of Langley, who was a private in the 1st Regiment of Guards, at the battle of Waterloo, was shot on the eve of the celebrated battle, in consequence of which he obtained his discharge and a pension. The ball was not extracted, and remained in a quiescent state, till a short time ago a tumour appeared between his shoulders, which increased so as to render surgical assistance necessary. In probing the tumour the ball was found by the surgeon. It had entered at the point of the left shoulder, and passing under the scapula, was lodged in the middle of the back, close to the spinous process of the lower dorsal vertebræ, from whence it was extracted last week. We are happy to hear he is doing well.

Notice to Mariner's bound to Alexandria.—The following copy of a circular is posted at Lloyd's:—"Alexandria, Aug. 22. Sir,—Formerly foreign merchant vessels were admitted only into the new or eastern harbour of Alexandria, and under present circumstances his Highness the Viceroy, my master, has decided not only to re-establish the custom for the present, but to order that also Ottoman merchant vessels should be subject to the same regulations, in order to avoid any mischief that accident, imprudence, or ill-will might occasion to the fleet which is in the old or western harbour. In the mean time, in order to facilitate as much as possible all commercial operations, and the speedy loading of vessels, such merchant vessels will be received into the western harbour as shall have discharged the whole of their cargoes in the eastern harbour, and shall ask the visit of the captain of the port appointed by the local authorities, who will furnish them with a certificate, stating that the vessels are ready to take in cargoes, and that they have nothing on board in the shape of gunpowder or other inflammables. After such a visit, the pilot will cause such vessels to be put under sail, and will conduct them into the old harbour, where an anchorage will be assigned to them. The vessels that will be entitled to such facilities are to conform to the police regulations of the old harbour. They are to have their colours hoisted regularly during the day time, and they are especially forbidden to put their boats out from sunset until sunrise. In transmitting to you this communication by order of his Highness, I have the honour of renewing, Sir, the assurance of my high consideration.

"BOGHOS JOUSSOUFF.
"Colonel G. Lloyd Hodges, Alexandria."

AGGRESSIVE PROGRESS OF RUSSIA.—Within a period of 64 years the total acquisitions of Russia equal her whole European empire before that time. The acquisitions from Sweden equalled the now kingdom of Sweden; from Poland, a territory equal to the Austrian empire; from European Turkey, a country equal to Prussia, exclusive of the Rhenish provinces; from Asiatic Turkey, a territory equal to the German small states, Rhenish, Prussia, Holland, and Belgium; from Persia, an extent of country equal to England; and from Tartary, a country equal to European Turkey, Greece, Italy, and the whole of Spain. The Russian frontier has been advanced by these acquisitions about 700 miles towards Berlin, Dresden, Munich, Vienna, and Paris: 500 miles to Constantinople, 630 miles to Stockholm, and about 1,000 miles to Tehran. The estimated population of Russia in 1839, at the accession of Peter I., was 15,000,000; at the accession of Catherine II., in 1762, it was 25,000,000, and at her death, in 1796, it was 36,000,000; whilst at the death of Alexandria, in 1825, it was 58,000,000.

Public Notice is hereby given, that upon the melancholy occasion of the death of Her late Royal Highness Princess Augusta Sophia, Her Majesty's Aunt, it is expected that all persons do put themselves into decent Mourning: to commence from Sunday next, and be continued for three weeks.

Secretary's Office, Fredericton, 27th Oct. 1840.

MARRIED

On Wednesday evening, 28th inst. by the Rev. William Temple, the Rev. Stephen Bamford, to Miss Abigail Kirk, eldest daughter of Mr. Abdiel Kirk, Musical Professor.

On Wednesday, by the Rev. J. Dunphy, Mr. Patrick Moran, of Halifax, to Sarah, eldest daughter of the late Mr. A. Ramsey, of this city.

On Thursday evening, by the Rev. Enoch Wood, Mr. James R. Tupper, Merchant, of Woodstock, to Mary, second daughter of Mr. Elijah Spurr, of this city.

On Monday evening, by the Rev. Robert Wilson, Mr. John Wilson, of this city, to Miss Rose M'Cay, late of Londonderry, Ireland.

DIED

On Wednesday morning, in Portland, Margaret Ann, infant daughter of Mr. John Gillin, aged 1 year.

On Friday morning, aged 60 years, Mr. John Freeman.

On Saturday last, aged 18 years, 3 months, and 26 days, after a severe illness of 19 days, which she bore with pious resignation to the will of her blessed Redeemer, deeply lamented by all who had the pleasure of her acquaintance, Elvira, second daughter of Joseph and Sarah Baldcomb, formerly of Nova Scotia.

On Monday last, at his resi[dence] Basanta, Esquire, Commiss[ariat] Surveyor General of this Col[ony] Mr. Basanta has been in the [illegible] years; he has left a widow [illegible] mourn his irreparable loss.—

At Longueuil, (Canada,) [illegible] Genevieve Dubuc, aged 84 [illegible] afterwards, Mr. Andre Marc[illegible] 86, in the 59th year of their [illegible]

At Cornwall, (Canada,) [illegible] bold, Rector of Trinity Chu[illegible]

SHIPPING

PORT OF SAINT JOHN, Arriv[illegible]
Roche, Cork, 23—to order [illegible] Manlius, Hodge, London, [illegible] ballast.
Emerald, Ellis, Liverpool, 44 [illegible] merchandize.
Schr. Hesperus, Melick, Bo[illegible] ed cargo.
24th—barque Annandale, B[illegible] Crookshank & Walker, b[illegible] Lord John Russell, Daley, [illegible] Hammond, ballast.
25th—schr. Harry King, W[illegible] 10—R. Rankin & Co. flo[illegible]
26th—brig Palemon, Landri[illegible] Rankin & Co. coals.
Schr. Vineyard, Wright, Bo[illegible] William Wallace, Deane, Pi[illegible] flour.
29th—barque Alceona, Body [illegible] & Thomas, ballast.
Shelmalier, Connor, Glasgow [illegible] New Ship Avon, Betts, St. [illegible] & Sons, ballast.
Sch'r. Actress, Winchester, N[illegible] & Thorne, flour, corn, &c [illegible] Margaret Tryner, Dixon, Sy[illegible]

CLEAR[illegible]

Ship Quebec Packet, Jou[illegible] deals—John M'Conkey.
Brig Llangothland, Finn[illegible] deals—Willard, Buchanan [illegible] Larkin, Philadelphia, plaster [illegible]
Schr. Acadian, Vaughan, [illegible] —Charles M Lauchlan; De[illegible] salt—Master; Emily, Hilton [illegible] and fish—Master; Teazer, [illegible] passengers—Thomas & San[illegible]

Arrived at Boston on the 2[illegible] zard, Salis, from Digby. [illegible] off Cape Ann, picked up a [illegible] being the crew of the sch'r Te[illegible] from Yarmouth, Cape Cod, [illegible] with salt. The T. sprung [illegible] about five o'clock, Cape Ann [illegible] 20 miles, supposed from st[illegible] crew, after pumping until 8 [illegible] half full of water, abandoned [illegible] and saw her sink when they [illegible] from her. They saved the[illegible] other articles, and were five [illegible] boat when they were picked [illegible]

H. M. S. Winchester, be[illegible] Admiral Sir Thomas Harvey, [illegible] Halifax on Friday morning l[illegible]

Double Shipwreck.—The sc[illegible] Kane, of and from St. John, [illegible] left Patridge Island, on the [illegible] After encountring rough west[illegible] sprung aleak, and was aban[illegible] on the 17th ult. The crew [illegible] ken on board the ship. Two S[illegible] which fell in with the wreck [illegible] 1st inst. she fell in with the sh[illegible] of Boston, bound to Sydney [illegible] took the crew of the Diligence [illegible] Sons was bound on a fishing [illegible] & Caroline, however, went a[illegible] and on the 4th inst. and be[illegible] Capt. Kane and the crew of [illegible] here on Friday.—*Halifax He[illegible]*

Bruckless, Kulboys, (Ireland [illegible]